

## 21 Makes of Trucks To Be on Display at Show

Highway Transport Exhibit Will Be Held Early in January, Under Auspices of Motor Truck Association

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Nearly all the space available for motor truck exhibits at the Highway Transportation Show, to be held in this city from January 3 to 8, 1921, has been drawn for at the offices of the Motor Truck Association of America. The representatives of twenty-one of the most prominent makes of trucks were at the drawing, which was made by lot, those contracting for the greater amount of space having the first choice. Those who drew first were A. M. Welch, representing the Reo; P. N. Linberger, representing the Rainier, and E. A. Travis, representing the Riker and Kelly-Springfield trucks. Although many other makes of trucks will be exhibited space for only those makes whose representatives had contracted and paid for exhibition space were allowed to participate in the drawings. The makes of trucks included in the drawings were as follows: Atterberg, Bessemer, Brockway, Clinton, Federal, Grant-Renault, Indiana, Jumbo, Kelly-Springfield, Moline, Nash, Parker, Rainier, Reo, Riker, Selden, Service, Transport, Vim, Ward-La France, Gary and Highway Trailer. The show at which the above makes of trucks will be exhibited will be more in the nature of a highway transportation show than a mere motor truck show. For the first time in the history of motor truck exhibitions the show will be held by a users' organization instead of a dealers' or manufacturers' association. The details of the show itself will be supervised by a committee of the dealers' division of the Motor Truck Association. The show committee includes A. M. Welch, Reo, chairman; J. A. In-

ness, Brockway; W. H. Moore, Garford; Paul Campbell, Indiana; H. S. Locke, Federal; W. Lawson, Nash, and E. A. Travis, Locomobile.

## Texas Has Many Claims As Winter Sport Resort

Road Information Service of Unique Kind Can Be Got in San Antonio

Automobile tourist travel in the winter leads to Southern points, naturally enough, and a great many motorists are familiar with North Carolina and Florida and other Southern states, but are not at all aware that Texas holds forth a great many attractions for the winter sportsman. There is bathing and fishing along the Gulf, and inland there are many places to fish and hunt and a great variety of excellent golf courses.

The roads in Texas, although not up to the average of the North, are pretty good and because there is no rainy season in Texas are apt to be in good shape pretty much throughout the winter. There is, however, the chance that a cloudburst will make certain

roads, which are only of dirt and not hard-surfaced with a bituminous top, so muddy that automobilists cannot get through.

The San Antonio Chamber of Commerce has developed an interesting service for automobile users. By a system of postcards, telephone and telegraphic reports, as well as mail, this body through its highway department is informed of daily changes in the conditions throughout the entire state, and in some of the nearby states. This information is passed out gratis to all motorists who visit San Antonio, which has certain very decided advantages as a resort place for those who follow the sun.

There is splendid fishing in Medina Lake and much hunting in the territory around there for almost every kind of game that a sportsman could desire. Golf, of course, flourishes in this metropolis of Texas and the climate is reported by a resident thereof to be altogether as desirable as that of Southern California or Florida, if not more so. Anyway, the service given by the Chamber of Commerce is so complete that any one driving through the state can be kept absolutely in touch with conditions and need never find himself bogged at any time. A daily

road bulletin that covers Texas, Louisiana, Oklahoma, Colorado, North Mexico and Arizona is mailed out to cities where it is believed this information may be of value.

It is suggested that motorists heading for Texas may drive westward to Kansas City and then south by the Katy Highway. This is plainly marked throughout.

## Connecticut To Be Severe on Lighting

T. D. Pratt, general manager of the Motor Truck Association of America, Inc., is in receipt of a communication from Alden L. McMurtry, department of motor vehicles, State of Connecticut, which reads substantially as follows:

"After November 18 I shall be compelled to arrest any truck operated in this state which has not sufficient forward lighting equipment in the way of acetylene gas or electric headlights; and I will not tolerate the use of a hand lantern hanging from the rear of the truck, showing a white light in place of a regular tail light."

## Who Wouldn't Use An Auto Rather Than the Subway?

Transit Jams Mean Inevitably More Motor Cars, So Traffic Congestion Problem Is Surely Here to Stay

Traffic authorities are disturbed over the increased amount of automobile travel, what with the daily additions to the numbers of automobiles and motor trucks, and find the problem of regulation so as to avoid terrific congestion difficult in the extreme. It is going to be an increasingly hard problem to solve because the tendency is toward a greater use of motor vehicles rather than less, a trend which is strengthened by the failure of other forms of transportation in the city.

Any one who on occasion has experienced the regular morning and evening rush-hour collapse of the subway system certainly would avail himself of

an automobile if he had one. Motorists who from time to time are forced to use the subway instead of driving to business realize its discomforts all the more acutely. When a man has got himself used to riding or driving downtown in his own car, being jammed into a subway train, unable to get a seat and often compelled to wait three or four trains before even getting inside the doors, will surely cure him of the desire to lay up his car.

The loss in time, temper and efficiency in being forced to ride in subway trains must run up into incalculable sums. Instead, therefore, of attempting to limit the parking of cars in the downtown districts, the police will have to work out some system of enabling motorists to put their automobiles somewhere handy when they do drive into the downtown district. This may not operate to relieve entirely the strain on the subway system, but it will at least relieve the strain on the nervous systems of those who could ride in automobiles if the authorities did not hamper them.

How any one can arrive at his work filled with any desire to do anything after a trip downtown under the conditions that obtain every day in the year

is a problem. The acute discomforts suffered leave a person in a frame of mind such that earnest application to the job in hand is about the last thing rather than the first thing in the day. That traffic policeman who suggested that motorists ought to ride in the subway like other folks had a brilliant thought. He could have gone a step further, and might have suggested that, instead of using automobiles at all, people ought to go back to the oxcart. Of course, in a large city the extended use of ox carts might tend to slow up all traffic a great deal. But it would simplify the automobile problem in the town very materially.

Buying Tires Like Buying Eggs

Buying automobile tires is like buying eggs. All look very much alike—the bad ones look as good as the good ones, and the "no-name" tires as well as the product of which any manufacturer may well be proud. The "ey" tire may have all the beauty and symmetry of the nationally known tire and yet be made out of shoddy. It's not reasonable to believe that a motorist can get a tire "just as good" as a standard make for half the price.

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## But—When You Select a Reo You Are Sure!

There is an element of risk in the purchase of any commodity—unless you select the one about whose superiority there can be no question.

For example, when in buying a piano you select one whose name and fame stand out above all the rest—not by mere self-exploitation, but by common accord of users—you know—and every musician will tell you—that a better cannot be made.

Perhaps there is one as good—you might by taking a chance, find one. But of the one you have selected there is no question. So why take any chance?

Similarly with talking machines, furniture—or automobiles.

Outstanding above the many of mediocrity are one or two certain makes about which there is no question.

There's an unanimity of opinion about them that is the best endorsement of your own judgment—the best assurance of satisfaction.

You eliminate all element of risk when you buy one of those.

Among motor cars Reo enjoys such eminence.

Not even the most envious maker or dealer will deny Reo quality or Reo value.

Ask any motorist, any salesman, any dealer, and he will say, "Reo is a good automobile."

There's no denying such quality. It is everywhere conceded.

Reo always has made good automobiles—so long and so consistently the very name has become a synonym for quality.

There's another phase to this too.

When, after years of satisfactory service, you want to dispose of your Reo to get a later model, you'll find that unanimity of opinion is a real asset to you.

For used Reos command an higher percentage of their original cost and a readier sale, than any other car of its type or size or class.

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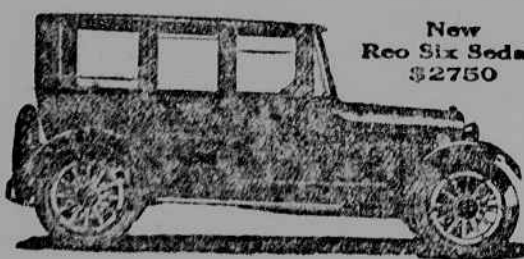
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